

## RECOGNITION OF LOAD-LINE CERTIFICATES

*Exchange of notes at Stockholm January 27 and June 1, 1932*

*Entered into force June 1, 1932*

*Terminated January 1, 1933*<sup>1</sup>

47 Stat. 2707; Executive Agreement Series 35

*The American Minister to the Minister of Foreign Affairs*

LEGATION OF THE  
UNITED STATES OF AMERICA  
STOCKHOLM, *January 27, 1932*

No. 140

### EXCELLENCY:

Referring to Minister Gyllenswärd's note of June 29, 1931, expressing the willingness of the Government of the King to conclude a reciprocal load line agreement with my Government, I have the honor, acting under instructions from my Government, to inform Your Excellency that the competent executive authorities of my Government have examined the Swedish load line regulations and have found them to be as effective as the United States load line regulations.

I am also instructed to state to Your Excellency that my Government is prepared to agree that, pending the coming into force of the international load line convention in the United States and Sweden, the competent authorities of the Governments of the United States and Sweden, respectively, will recognize as equivalent the load line marks and the certificate of such marking of merchant vessels of the other country made pursuant to the regulations in force in the respective countries: provided, that the load line marks are in accordance with the load line certificates; that the hull and super-structures of the vessel certificated have not been so materially altered since the issuance of the certificate as to affect the calculations on which the load line was based, and that alterations have not been made so that the

- (1) Protection of openings,
- (2) Guard rails,

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<sup>1</sup> Date of entry into force for the United States and Sweden of international load-line convention of July 5, 1930 (TS 858, *ante*, vol. 2, p. 1076).

- (3) Freeing ports,
- (4) Means of access to crews quarters,

have made the vessel manifestly unfit to proceed to sea without danger to human life.

I am also desired to state that my Government is prepared to agree that the competent authorities of the Governments of the United States and Sweden, respectively, will recognize load lines applicable to tankers and to vessels of special type which have been determined in accordance with tanker and vessels of special type rules as set forth in the international load line convention of 1930. In this connection my Government is desirous that the Government of Sweden agree that the load line certificates of Swedish tankers and Swedish vessels of special type contain information, when applicable, to the effect that the load line marks are located in accordance with the terms and conditions of the international load line convention of July 5, 1930.

I am further desired to state that it will be understood by my Government that on the receipt by the Legation of a note from Your Excellency expressing the concurrence of the Government of Sweden in the agreement and understanding as above set forth, the reciprocal agreement will be regarded as having become effective.

I avail myself of this opportunity to renew to Your Excellency the assurances of my highest consideration.

JOHN M. MOREHEAD

His Excellency

BARON FREDRIK RAMEL

*Royal Minister for Foreign Affairs  
Stockholm*

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*The Minister of Foreign Affairs to the American Chargé d'Affaires*

[TRANSLATION]

MINISTRY FOR  
FOREIGN AFFAIRS

STOCKHOLM, *June 1, 1932*

MR. CHARGÉ D'AFFAIRES:

By letter of January 27 last Mr. Morehead informed me that—pending the coming into force between Sweden and the United States of America of the international load line convention of July 5, 1930—the United States Government is prepared to agree with the Government of the King that the competent Swedish and American authorities reciprocally recognize the load line marks of merchant vessels of the other country, determined in conformance with the regulations in force in the respective countries, as well as the load line certificates delivered in conformance with the same regulations, on condition, however, that the marks should correspond to the indications

set forth in the load line certificates, that the hull and the superstructures certified shall not have undergone after the delivery of the certificate modifications of sufficient importance to affect the calculation upon which the load line was based and that alterations have not been made so that the

- (1) protection of openings,
- (2) guard rails,
- (3) freeing ports, and
- (4) means of access to crews quarters

have rendered the vessels manifestly unfit to proceed to sea without danger to human life. Mr. Morehead informed me at the same time that his Government is likewise prepared to agree with the Royal Government that the competent Swedish and American authorities reciprocally recognize load line marks for tankers and ships of special types determined in conformance with the regulations set forth by the above-mentioned convention for ships of special types; he informed me furthermore of the desire of his Government to see the load line certificates delivered in such case by the Swedish authorities bear the indication that the load line marks are determined in conformance with the rules under reference.

In reply to this courteous communication I have the honor to inform you that the Government of the King approves the arrangement set forth above and that it is ready to conform with the desire expressed by your Government concerning the indication to be carried in the load line certificates delivered for tankers and ships of special types marked in conformance with the regulations of the international load line convention of July 5, 1930.

It is understood that the present exchange of Mr. Morehead's note under reference and of the present note shall be considered as an agreement reached between our two countries on this subject.

Please accept, Mr. Chargé d'Affaires, the assurances of my most distinguished consideration.

RAMEL

Mr. EDWARD SAVAGE CROCKER

*Chargé d'Affaires of the United States of America (etc., etc., etc.)  
Stockholm*